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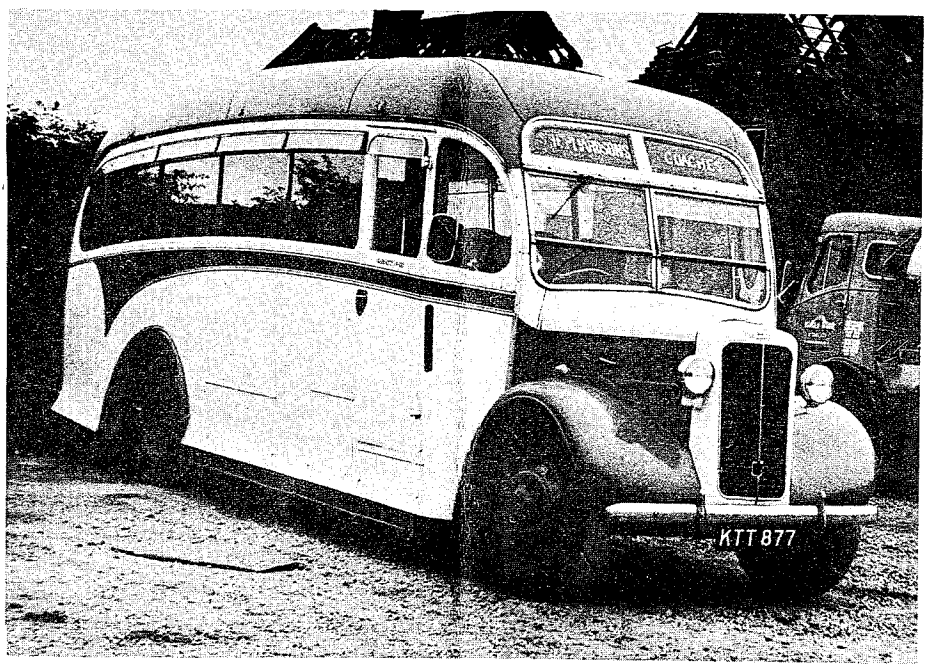
M&T NEWS



THE PRIVATE OPERATOR AT ITS BEST – This 29-seat Commer/ Harrington of Shephardson's Coaches, Barton-on-Humber is seen here at the Brigg terminus of their Brigg–Bonby service in North Lincolnshire.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

STD 'Variety' #7

November 1969 No.60

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
Treasurer : M.Q.Craig,35,Norton Park View,Sheffield,S88GS
Editor : R.Banks,17,Ulley Crescent,Sheffield,S13 8BA

SOCIETY NEWS

December looks like being quite a busy month,so please make the following notes in your diary before you book anything else on these dates:-

WEDNESDAY 3rd.DECEMBER 1969

The next Society film eveing to be held at 7.30 p.m. at Ecclesall Memorial Hall,Ringinglow Road (the usual place).We are hoping to see all the regulars again,plus those who have not yet been to one of our film eve nings - this is your chance to meet the other members,and to see pictures from near and far taken by members.Charge as usual just 1/= to help cover cost of hire of the Hall

SATURDAY 13th.DECEMBER 1969 (see important note on next page)

We have heard from a very reliable source that this date is to mark the end of yet another trolleybus system - that at Cardiff.We are still waiting for official confirmation of details of the closure,but have provisionally arranged to go down to Cardiff in LRB 750 for the weekend to see the end.We will probably leave Sheffield early Saturday morning,and stay in Cardiff over Saturday night - either sleeping on LRB,or,if you prefer and can afford it,you can stay in a hotel there. Then we can return leisurely to Sheffield on the Sunday. If you are interested in coming along please let me know AS SOON AS POSSIBLE,and I will send you full details as soon as they are known.

WEDNESDAY 17th.DECEMBER 1969

If you've recovered from the Cardiff weekend - here's another event to send you back to bed! This evening is reserved for the Society Christmas Party commencing at 7.30 p.m. at Ecclesall Memorial Hall (the same place as the film eveings).There will be plenty of food and drink, and the piano will be put to good use - so do join us for a really great evening. There will be a small charge

of 2/6d to cover the cost of the food. Just one thing - we must restrict the party to SOCIETY MEMBERS ONLY just in case any others wish to come in and perhaps spoil the evening.

A number of members have sent in for their presentation packs, but there are still a large number who we have not as yet heard from. Have you written off for your yet?

Finally I'm afraid I must remind you that all subscriptions for 1970 are due on 31st. December. As usual for those who have joined during 1969 the sum already paid has been subtracted from the 1970 subscription, and the outstanding amount shown below. So that we can keep the records straight, please will you send your subscription (still 11/= this year) to our treasurer : M.Q.Craig, 35, Norton, Park View, Norton, Sheffield, S8 8GS as soon as possible. The amount owing from each member is shown below:-

Members Name . . . P. IRELAND . . . Amount owed . . 11/- . . . .

IMPORTANT LATE NOTE Since the typing of Page One it has been learned that the closure of Cardigg trolleybuses has been postponed for 4 weeks, as December 13th clashes with the 'Springbocks' rugby match in Cardiff and the police are anxious that the closure celebrations do not coincide with probable demonstrations. The trip to Cardiff willstill be held, but will now be on JANUARY 10th.

RESIGNATIONS Please note that Mr.P.Beardsley and Mr.S.Hague resigned from the SOES on Sunday 30th. November

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FLEET NEWS

SHEFFIELD TRANSPORT R.Banks, P.Ireland, J.H.Turner

On Monday 17th. November a new service, rte.406 aommenced operation. This affects the 7.48 a.m. journey from South Anston on rte.6 which runs as before to Swallownest, Rotherham Road, then non-stop to Sheffield via Handsworth, The Parkway and Cricket Inn Road. This cuts the running time between Sheffield and Swallownest to 22 minutes. If this is a success a return journey at night will be re-routed in this way.

On Monday 10th.November the 8.02 a.m. ex South Anston svc.506 became double-decked once more,following complaints of carrying 20 standing passengers on motorway coaches on this journey.On the Monday a Park Royal Atlantean of the 18x batch worked the route,and the driver complained that it would go no faster than 40 mph on the motorway. However,on Wed 12/11/69 PD2 508 worked the journey.While on the subject of motorway runs,the 3.58 p.m. ex.CBS svc.573 is often worked by a rear-entrance Regent III or V,or PD2 when Herries are short of Atlanteans.

With the take-over of the B and C fleets,much of the fleet is to be renumbered.Such a renumbering scheme has been drawn up but is,as yet,being kept secret by the Transport Department.

Due to roadworks in Exchange Street both the Rotherham and Thorpe Hesley routes now terminate at Castlegate.

Following her trip to Hull on 2/11/69 a record is being kept of 90's movements until her withdrawl,expected early next year.To date she has been in service every day since the tour,and has never,as yet,broken down.On 9/11/69 she was on hire to British Rail operating between Sheffield and Penistone on a railway replacement service. Her most regular workings are on Heeley Green - City short workings at morning peak-hour,on the 3.19 ex CBS svc.31 to Forbes Road and return,and 4.13 p.m. ex.CBS to Dinnington and return on svc.6 at evening peak hour, An exception to this is made on Fridays,when she usually operates a regular private hire to the Hollowford Training Centre,Castleton at evening peak.On Saturdays she is used on svcs.116 and 117 on both journeys on each route. As route 117 is Saturday only this means that no.90 has the whole service to herself.

The other 'peculiarity' no.1 is always used on a svc 38 journey to Standon Road and Norton Lane at morning peak,and on rte.190 at eveing peak.

On Wed 12/11/69 G57 (ex.850) was in Herries in a clean,polished condition,a notice attached to the door handle reading 'NOT TO BE USED YET'

On 17/11/69 501 was being towed for scrap by ex-Wigan AEK 509,and on 10/11/69 1737 was being towed by ex-West Riding BHL 661,preceeded by two other withdrawn

LTD buses.

Behind Greenland, withdrawn were 479/80/3/5/7/96/9/500 and 1745 during November.

CHESTERFIELD

On Wed 5/11/69 the following were seen on Sheaf Street, presumably going to a scrap dealer:
ONU 286 Guy, YRB 187 Daimler plus one other Guy

NORTH WESTERN - J.H.Turner

An unusual vehicle seen on rte.72 was 225, a Duple bodied Leopard on 22/10/69

DONCASTER - J.H.Turner

On 11/11/69 Fleetline 208 was seen operating rte.77

WEST RIDING - P.Ireland

More Lodekkas are 413-7 RAL 974-8 and 418/9 SNN 73/4

MIDLAND GENERAL/NOTTS AND DERBYS/MANSFIELD DISTRICT - J.H.Turner

On 25/10/69 Bristol VRT's 315/6 were in the depot and 319/20 were in the Works, whereas 317 was in service. The engine covers on these are being modified to make access easier

PORTSMOUTH

The new Swifts have arrived and are:
176-87 NTP 176-87H AEC Swift ? Marshall B42D + 16
These and 210-2/4/20 have new style numerals

WHITE ROSE EXPRESSWAY

All the Mexborough-Leeds journeys of these services are operated by Yorkshire Traction. The official allocation on the other services is as follows:

Monday to Friday	STD - 1	W.R. - 1	Y.W. - 1	Y.T.C. - 2 * 1*
Saturday	STD - 2	W.R. - 2	Y.W. - 1	Y.T.C. - 1
Sunday	STD - 1	W.R. - 2	Y.W. - 1	Y.T.C. - 1.
	Hebble - 1			

* = one working on Mondays to Fridays is allocated to Yorkshire Traction on two days, Yorkshire Woollen on two days, and West Riding on one day.

Yorkshire Woollen have still not, as yet, been seen on these services. There workings have always been worked by Hebble, and thus the latter concern has run into Sheffield every day since the services began.

S.T.D. OBSERVATIONS

3002 on 45,3151 on 27,268 on 57 all 22/10/69.
830 on 57 11/11/69, 1377 on 60 10/11/69,267 on 79 22/11/69 566 on 15 21/11/69.

NEW SHEFFIELD ONE-MAN CHANGES

The next batch of one-man-operation will probably commence in January,and involves the following services : 22 Holmesfield, 27 Dyke Vale Road, 36 Batemoor, 86 Holmesfield, 11 & 12 Chesterfield, 512 Chesterfield, 103 Hackenthorpe - Vulcan Road, 104 Intake - Brightside In addition the following services will be re-timed : 95 Walkey - Intake, 30 & 105 Herdings, 83 Birley The one-man services will use Atlanteans 1101-16 and the converted Atlanteans.This will also mark the start of Chesterfield one-man-operation on svcs. 11,12 and 512.

Our apologies for the short fleet news this month please continue to keep us in touch with all your news and observations

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A TRIP TO DINNINGTON

by C.E.Allen

This trip was arranged by the Manchester Motorbus Preservation Society,and was to have been on ex- West Yorkshire SGW 6 (Bristol LL5G/B39R). However on the day (9/11/69) water had got into this vehicle's air intake.Therefore half-an hour late we were joined by ex-Stockport 321 (EDB 575). As most readers will know this Crossley is still owned by Stockport Corporation but is being cared for by the members of the North West Bus Preservation Group.

It was raining as we left Denton and this turned to snow on the Snake.After refuelling we arrived in Sheffield,where some old dear stuck her hand out,even though the destination read 'Stockport,Crossley Road' and a Maltese Cross occupied the route number box!

Dinnington was soon reached,our destination being A. & M. Foster Ltd. Everybody photographed POD 100,this operator's lowbridge all-Leyland Titan,maintained in immaculate livery,and which we were all later indebted to

The mechanic in charge had moved FEV 178 (1935 Leyland Titan /ECW L27/26RD (1947)) onto the pits for us to inspect. This vehicle,in good condition,is hoped to be restored and entered in rallies.Incidentally it was Foster's first d-d and the first to pass under the low-bridge at North Anston. The only other d-d vehicle in the depot was ex-Southend 276 which boasted Massey L27/28R.By the way POD 100 is a Farrington L27/26R

After a chat about pre-war Leyland produce,we went and inspected the tyres we were buying.Vernon Wood,our chairman, and driver said "I'll back her round" but 321 refused to start.Then it started snowing again.Inspection revealed that the batteries were absolutely dry.Now we started the cranking, winding back,and pushing.We managed to move her far enough back for POD to come out.She towed us back and the engine started.We loaded the 6 tyres quickly into the lower saloon blocking the entrance by part of a longitudinal seat. 3 of us,including myself took turns to guard the platform and make sure they didn't roll off ... my turn came on the Smake,where the snow lay thick on the ground.In fact we couldn't see out of the front upper-deck windows because of ice.We were stopped by a policeman who said "Don't stop...carry on" (!)

When we reached Tintwistle the snow turned to rain.As we approached the 6 route a friend stuck a card with a large no. 6 on it in the front upper saloon window.We didn't know then but ice was covering th e real destination.One old lady stuck her hand out but the no.6 route had turned off ¼ mile back.

Denton was soon reached,and the tyres unladed.It is intended to put them on ex.M.C.T. 138 (VM 4439) 1928 Tiger TS3 / MCW/Crossley B ? R (body 1935),later in use as a clothing store.We were all cold,as 321 has no heaters, furthermore we could not go faster as a govenor acted unfavourably on the road speed when 35 m.p.h. was reached.

We still think 321 did quite well,as she took weather conditions she was never intended for use in,in her stride.

VARIETY IS THE SPICE OF SHEFFIELD TRANSPORT

When an outsider visits Sheffield,and has a quick glance round the Transport System,he gets the impression of a great suburban complex of services as is common in every city.However,if he stops to study closely the services and timetables of the Corporation he will find a great variety of operating methods,style of routes which lend variety equalling much to be found in the companies and independents throughout the country.For example he might take a turn on the mountainous 'clipper', or a run on the shuttle - Sheffield's 2 minute long bus service.This series of articles is intended to show just a little of the variety available on Sheffield's buses.

To me there has always been a great fascination of 'shuttle' services - these can take the form either of feeders or quick duplicates rushing about at busy times to keep the service buses from being overloaded.Feeder services were much more common in the old tram days,for example the little one-man bus (yes - it's not a new idea) that would ply between Dore and Ecclesall tram terminus,even as short as Bents Green - Ecclesall,about a ¾ mile journey with fare of 1d all the way.These have, to a great extent,died out,but an example is the 257/357 Stocksbridge local services which feed a fair number of passengers onto the 'main-line' Sheffield-Stockbridge service 57.These services are of great interest in themselves,and will be subject to discussion in later articles.

The 'duplicate' shuttles are far more common,and are often unplanned,but there through necessity.For example when a new timetable on service 34 (Graves Park - Wincobank) was put into operation on Saturday about a year ago,it was found that,during the middle of the day,the service buses were becoming overcrowded by Saturday shoppers.This led to public pressure,which resulted in the formation of two 'shuttles' - one from Heeley Green to City on the Graves Park side,and from Hunsley Street to City on the Wincobank side.Just one bus works each,and appears back in town every half-hour,completing about 16 round journeys between 10 a.m. and 6 p.m. Being merely 'afterthoughts' they are not classed with the same

importance as the basic service,and thus usually sport the oldest buses in the fleet (AEC/Weymann's operating the two shuttles mentioned).

While on the 34 route it has been mentioned that no.90 works Heeley Green - City Shuttles at morning peak hour on Monday - Friday.Unlike the Saturday ones these carry passengers in one direction only e.g. at morning peak into City only,and the bus then rushes back empty to the terminus for another trip.The skill of the drivers often comes in here,as that quick short-cut to avoid a traffic trouble-spot on the empty return will help him get back on time.The evening peak,of course,allows buses to run out in service,many returning empty back to town.A few minutes on East Bank Road in the evening shows this clearly - about half the buses coming down still displaying the outer terminus,and racing empty down the hill to pick up the next load of workers in the Bus Station.

However,if you mention the word 'shuttle' to a bus driver - especially from Greenland Garage,he immediately thinks of the famous 2 minute colliery run,known as the 'shuttle' even in official timetables.This is to be seen at Brookhouse Colliery at the start and finish of shift when a single-decker,having gone out from Sheffield to the Colliery rushes backwards and forwards along the lane leading from the Pit Head to the junction with the main Swallownest - Beighton road,squeezing under a low arch bridge at the juction end.The running time allowed is just 2 minutes,plus 2 minutes for the return,so that the same bus will reappear at the Pit Head just 4 minutes after it has left.The fare for this is just 2d,the only 2d adult fare left in the city.After the shuttle, usually three trips,it returns in service to the City Centre.This was the usual haunt of the three AEC Regal IV's 12-14,and was visited by no.13 on the SOES tour using this bus.On her very last day in service no.13 was allocated to a 'shuttle' to a warm reception from the miners who had travelled in her over this short distance for many years.The service is now normally worked by Leopard/Weymann Fanfare coaches.

(To be continued

SNOW COMES TO TOWN

by Paul Beardsley

The English Winter has set in.Sunday 16th.November was a typical winter's day.Nothing but rain,until in the evening this suddenly changed to snow,the first snow of the winter to settle in any quantity.East Bank Road was thrown into a state of chaos.Within minutes of the snow settling the road became nothing but a skating rink.

Probably the first bus victim was 1129 on service 28,which slid quite nicely down the road,eventually coming to rest by means of a lamp standard on the ocrner of Thornborough Road.There 1129 had to stay. Theonly damage was a broken upper deck front nearside window.Fortunately the front bumper had saved much damage to the vehicle.

By this time the hill was littered with vehicles.19 on service 51 was waiting patiently at the junction with East Road,along with 1349 on service 27.When the road had cleared slightly the two AEC's put their power to use.19 managed to reach the Midhill Club with no trouble, when it was stopped by a jam of cars,but,unfortunately 1349 only reached Thornborough Road before skidding to a halt.1349 was really stuck and just could not get any further.Meanwhile 1117 on Service 43 had crept into the bus stop lay-by at Thornborough Road.There it stopped until the driver saw his chance,a clear way through the maze of cars and he was off.A start which would have done any racing driver credit,and I must admit I have never seen one of these vehicles perform on East Bank in good weather as well as 1117 did in bad.In fact,it was the only vehicle at this time to reach the top in one go.

By now 19 had managed to get out of sight,the conductor from 1349 had acquired a shovel and was busy digging away,and 965 on service 30 had joined the queue. With a small stretch of cleared road 1349 managed to get away,hastily followed by 965.By now the snow had turned to rain and the road was just one slushy mess.Only a few cars and 1129 remained.Soon the mainstay of the Sheffield fleet 656 came [illegible]

some ailing vehicle.

Now the road was almost silent to down-coming traffic. A walk up the road provided the answer to this.19 had managed to get stuck on the right hand side of the road,along with a queue of cars,vans,1349,G56 and 965 on the left. Waiting to come down were a queue of cars,1103,36,20 and 230.230's front bumper was covered in grass which suggested that it had been somewhere abnormal.

By now the police had arrived to sort out matters and soon all was cleared up.Even 1129 was moved from its resting place.With the rain the snow turned to slush and water and services using East Bank were soon back to normal.

SHEFFIELD 216 (ex.MC62)

A YEAR OF CONSOLIDATION

by Philip Hanwell.

The 22nd.November 1969 is the first aniversary of our ownership of mobile canteen MC62,and so I thought it would be a good time to look back over the year and remeber the most notable achievements in her restoration.We had already been on the back of East Bank twice previously to look at her, but had been unable to get inside as the door was locked.

The first day that we were actually able to board 216 was the following Saturday,30th.November,the day of the S.O.E.S. last tour on 730.Following the tour we visited 216 to have a look round.She was a complete mobile canteen apart from the removal of the 'tea urn' (a well known joke on the Morecambe and Wise show).Now the only thing that remains from 216's canteen days is the metal frame on the roof.This is shortly to be removed.

As most of you are aware,216's room-mates on East Bank have changed several times in the year.Our original room mate was the other mobile canteen MC64 (218), since when we have had 2194,2178,825,14,390,1256 and the Red Herring R46.Another companion was the supposedly preserved Bedford WTB and we have been joined on many occassions by 231 and

LRB. We have also been visited by enthusiasts from London,Lancashire,Hull and Leeds.

Those who knew 216 when she was a canteen will realise how different she is inside now.The whole of the inside was stripped down to the framework,although this work was delayed until the water tank was removed last Easter.Since then two of the side body panels have been replaced and painted green.The outside of 216 is now almost all in undercoat.The cab is the latest part to be given a going over,and many thanks are due to DEV for the excellent job he has made with the red paint.

Two attempts have been made during the year to start 216.On the first occassion we were successful,and took her down to the front of EB to fill her up with water.On the second occassion,despite several attampts, she foiled all attempts to start her.However it was great fun trying!

Plans are now afoot to have the batteries recharged,and the starter motor fitted.Also a bank account has just been opened,and quite a healthy balance has been obtained.This money will eventually be used to buy seats and tyres for 216 when these become neccessary. We all hope that on 22nd.November 1970 we shall have made progress equal to that achieved over the past year

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MATCHBOX BUSES Part IV

by D.C.Tummon

Matchbox's real triumph in this field comes in the "Models of Yesteryear" series.Not one of these is still produced and they really deserve to make a come-back.

There were three within the scope of this article two buses and a tram.The first is Y2 - the ultra-famous 'B' type.The scale is about 1/112 and the model is finished all over in red with General fleetnames.The driver and steering wheel are cast in black.Advertisements exist in all the proper places except one,and the

route indicators for Putney Common show front and back. The casting is very good and includes accirate stairs and top deck seating.The wheels are particularly good and the only faults are the lack of window pillars on the bulk-head and the advertisement board beneath the stairs.

The next model is Y3,a model of the L.C.C. E1 class tramcar in unvestibuled condition.The general body outline is once again excellent,particularly the ends and stairs. The model is all-red,broken by decency-panel advertisements and indicators showing 'City',incorrectly black letters on white blinds.The maximum traction trucks are also well detailed as is the cream (later models had white) roof.I am not sure that the "Buy Lesney Toys" is true to the period of the model c.1937 (London Transport fleetnames but unvestibuled) nor am I certain of the white roof,but then I never saw a London tram.Production of the model ceased in 1965.

The other model is Y12 - a London General horse bus, ccmplete with horses.This is to a scale of 1/100 with the rcute on the rocker panels and advertisements around the decemcy panels.This is another very accurate model in all red,with fawn top-deck seats and fawn driver sporting a black bowler.Two brown horses complete the model which ceased to be produced in 1967.

This completes the review of Matchbos buses.In all there have been 15 buses,1 trolleybus and 1 tram.It is a great pity that these,in the main excellent models,have not all been to the same scale.

SCOTTVILLE CORPORATION TRANSPORT DEPT.

The Story of a Model Bus Fleet

by Peter J.Blake

Back in 1893 a group of Scattville buisnessmen got together and decided that the town really needed some form of transport.They set up a company,the "Scottville Transport Company" and were grantedmby Act of Parliament,permission to run a tram route from the railway station to the seashore by way of the High Street.The first route was only half a

mile long and was operated by two horse trams.The official openeing was on 1st.May 1896 by the Mayor. The trams ran from the Railway Station to the High Street and back,taking a quarter of an hour for the round trip.

The tramway was extended to the seashore and this was opened on 27th.Augsut 1896 and two more trams had to be purchased to operate this extension.Nothing much was done until 1899 when the chairman of the company died.The new chairman decided that the company was beginning to lag behind the times,as he had travelled across the U.S.A. and had seen the "new fangled" electric trams.The rest of the board of the company were not convinced.The chairman told the board to decide or get out,so they resigned.The chairman then got together some of his friends and formed a new company "The Scottville and District Tramway Company". After seeking permission to convert to electricity,extend the one route and add new ones,they started to collect a large capital to finance the project.As soon as the Act was passed the company went into action electrifying the original route and purchasing eight new electric cars. The new electric route from the station to the shore first operated on 15th.March 1902.

The first new route,from the High Street to a new council estate along the Littleton Road was started the same day as the opening of the station/seashore route.It was also decided that the trams should have a garage, being previously parked in the railway station goods yard.The garage was built just off the Littleton Road and was intended to take up to Ten Cars.The head office was originally the chairman's front-room,so it was decided to build or purchase an office.The best accomodation found was a large house next to the Town Hall,this was purchased and converted into an office block,parts being let out to other small companies.

In January 1904 the Littleton Road route was completed along with an extension up Church Street to the Gasworks.The garage was completed by Christmas 1902 but was not used until June 1903 because the lines had not been laid that far along Littleton Road till then.In 1905 the railway company decided that the old

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railway station was very delapidated and beyond economic repair, so they set about purchasing land so they could build a new station. By 1907 this had been built and was opened on 5th. October, the new station being situated near the seashore. Most people thought this would cause the tramway to lose money, but surprisingly enough the company continued to grow. By February 1909 the company had to extend their garage to take the five new cars they had to purchase to keep the now seven routes operating efficiently.

(To be continued

HAVE YOU

SENT FOR YOUR

PRESENTATION PACK

YET?

DON'T FORGET CARDIFF ON 13th.DECEMBER.Please let me know if you can join us for the weekend.

RAILLESS in GREAT BRITAIN cont'd
by H.Brearley

By now the trolleybus was pretty well established. Buses of better design were coming onto the road. Solid tyres were being replaced by pneumatics,which gave a much better ride.

Grimsby was the next system to start in 1926, starting with Richard Garrett s/d buses of the tram box design.These took the system through to 1936 when d/d AEC 663 buses were purchased of a good design,and up to date bodies by Roe.These were added to in 1944 by some Karriers which went through until the system closed in 1960.

The next to start was Nottingham Corporation in 1927.This system deserves much more attention than we can give it here but I will run through the fleet briefly,as it contained some interesting buses.The first buses were Railless Co. built by Shorts d/d,crudely built by todays standards.These were followed in 1929 by Ransome buses,and English Electric,all of the type known as Piano Fronts.No.25 was a Guy,which was returned to Guys.in 1930.26 was an AEC 663.This was again returned to the makers and was sold to Southend, although I have some doubts about it having the same body.This is from photo evidence and a point I am working on at the moment. 27 was a Karrier 1930. 28 one of the few Thornycrofts made,the chassis was returned to the makers.25-36 were Karriers,37-49 Ransomes.In 1932 a Karrier chassis was given the body off 28 and numbered one.51-85 again Karriers with Brush bodies,86-106 Ransomes/Brush,1934. 107-136 Leyland MCW 1935. At this period 300 was added to all trolleybus numbers so 437-440 were AEC 661 purchased from Cleethorpes in 1940.441 was a Daimler built for Hull 1941. Again number went back probably due to withdrawl of

earlier buses.302-303 were English Electrics from Southend-on-Sea 1940 - about this time the Southend fleet dispersed due to War conditions. 304-9 were s/d Guys purchased 1941 from Hastings. 447-451 Sunbeams,war grade Weymann bodies, part of the fleet built for South Africa and dispersed here by the M.o.T. 1942 442-482 were Karriers delivered 1943-1948 with various bodies : Weymann,Park Rotal,Roe, Brush. 483 started delivery of up-to-date,well designed BUT 9611T Roe bodied to 495. 500 were BUT 9641T Brush bodies - these ran through to 601 and completed the fleet, which was good and fast and was totally abandoned in 1966. A pity,but there it was.

Chesterfield was next to start a small system,1927 to 1938.Mainly s/d vehicles,strakers with local bodies.1931 saw Ransomes d/d and lastly 3 second hand Karriers from York.Just a flash,and purely a feel in the railless world.

St.Helens in Lancashire came next in 1927 and built up a nice fleet.Again deserve much more attention,and for those who desire more information I recommend Mr.Sandford's book on St.Helens.St.Helens started with s/deck,Garrett buses of nice design,then going to Ransomes and Leylands with Massey bodies,finally with well-designed sunbeam buses and a last batch of BUT's with East Lancs bodies. The BUT chassis were the first numbers built,being 9611Tool-8.The system was abandoned in 1958.

Again south to Maidstone Corporation who started in 1928 a small good system which maintained its trolleys for about 40 years.Starting with Ransomes Piano Front d/decks, clumsy but up-to-date in 1928.Starting at nos. 11-28 the trolleybuses were numbered among the motorbuses,so were not consecutive.23-9 were English Electric,54-58 Sunbeams 1943, 62-73 again Sunbeams.Then came senond hand buses 83/4,Karriers from Llanelly,Wales. 85-9 Sunbeams from Hastings,and finally 51-2 BUT's from Brighton Corporation

(To be continued

TROLLEYBUSES OF THE SOUTH
Part 5 Hastings
by H.Woolford

Hastings was another tram-trolleybus conversion. On 1st.May 1928 single-deck three axle trolleybuses took over the Hollington - Bohemia - Fishmarket route and soon ousted the trams.The poles remained Edwardian style and 18" setting remained standard.Routes offered contrasts - The Circular route via Badslow climbed above the town into leafy lanes.There were parts of the old town where single-track wiring resulted as roads were too narrow to pass.There was the long coastal route to Cooden while at St.Leonards the buses ran down a steep hill towards the sea.Happily no brake failures resulted or both vehicle and passengers would be able to have a quick dip in the sea! Toyal mileage was 22.The depots were at Silverhill and at Bulverhythe (the latter on the Cooden route).

Livery was deep red with cream window surrounds. In 1934 a batch of AEC 661T's and BUT 9611T's replaced the Guy single-deck and double deck vehicles. In 1957 Maidstone and District Motor Services (to whom Hastings Tramways - yes,the Company called itself Hastings Tramways to the end - had been a subsiduary) took it over completely.Desire to integrate spelt the end.In 1959 motorbuses took over from the now dark green and cream trolleybuses.The preserved veteran 3A toured the system. Originally no wires were allowed to spoil the High Street by the sea front where these vehicles operated.

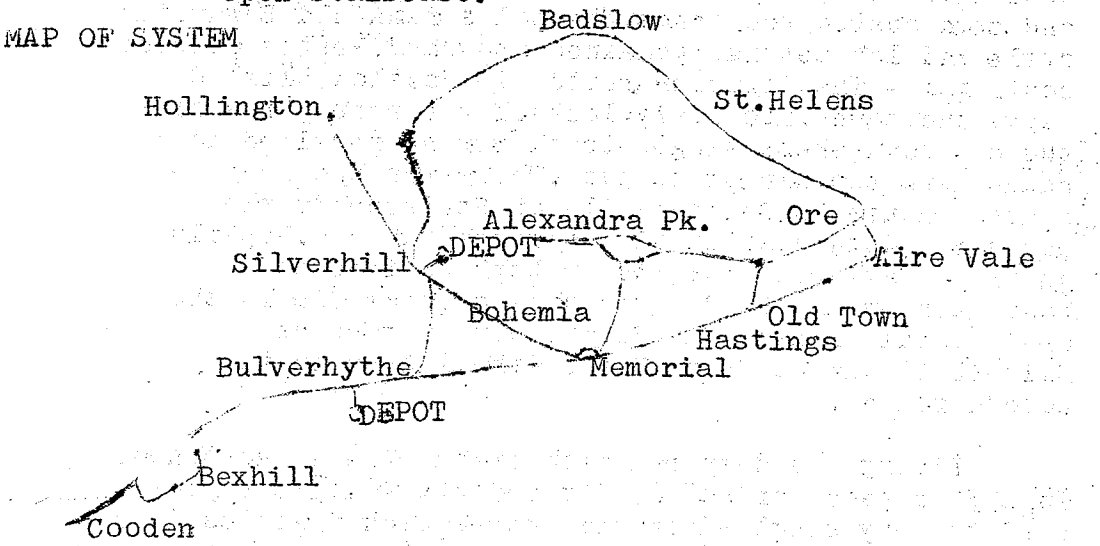
During the war some original single-deckers had various carreers.Six servied in Nottingham,Derby,and a further six were purchased by the Mexborough and Swinton Traction Co. Another served as an office in the bus station. No.3A wasxpreserved and nicknamed "Happy Harold". In 1959 it was fitted with a diesel engine and renumbered in 1968,but the Company wish to withdraw the vehicle.

FLEET LIST

1A - 8A	Guy BTX	Ransomes	B40F

1
1 - 50 Guy BTX Dodsons 056R *
1 - ? AEC 661T Weymann H56R
- Sunbeam F4 Weymann H56R
* = open staircase.

MAP OF SYSTEM



FRONT ENTRANCE TROLLEYBUSES

by M.Hampson.

You may think that Bournemouth's MF2B's dual entrance is a new idea,but Leyland/Massey used this idea in 1935 with an exit in front of the front wheels and rear entrance.The main difference was Leyland's had six wheels.Livery was mainly dark blue with light bands above and below lower deck windows and below top windows,and a light roof.The bottom band had 'Leyland low-loading trolleybus' on it.It had two line destinations at the front and rear,but no space for a number.It seated 63 - a similar rear entrance,rear staircase trolleybus of that date seated,I think 70 - the same goes for front entrance/exit only. It was definitely demonstrated in Doncaster and I have seen a photograph of it showing 'Bolton' front and rear.A lifeguard as fitted to the trams was at the front,as the Minitry of Transport was worried about passengers falling beneath the front wheels.Todays passengers must be more careful,for,of course,lifeguards are not fitted to Atlanteans or Fleetlines.

The 40 h.p. motors were fitted one at either side of the chassis on the ovrside.All rear wheels were driven -

axles were full floating type, the counter beam was dropped enabling a gangway that was 14" above the road. The diff's were the drive between the two pair of rear wheels by the short drives between the wheels, that is. Brakes were air or A.E.I. Electro-servo . with regenerative or reostat to choice. Tow hooks were provided front and rear. The front door was air or electric to choice. As the bus was metal framed the Ministry of Transport required low voltage lighting, the choice was heavy duty dynamo or motor generator. A skate to use over tram line was additional equipment with a switch in the cab. Registration no. was, I think, TJ 9010, trade plates 052 TB. It was only 13' 6" high over the trolley gear. Door was one-piece glider type. I have also seen a chassis photo with motor in normal position with bald front tyres

Life guard reset pedal worked
by driver's left heel

Life Guard 40 h.p. motor diff. REAR AXLE

TROLLEYHEADS AND WIRING by H. Brearley

(The following notes follow a remark in 'When a trolleybus dewires' on trolley-boom noise)

First of all you must realize there were different types of wiring and ears and hangars. The sleeve type was hammered round the wiring, and sometimes not a good joint was made so causing a bang as the trolley passed. The screwed type on grooved wire was better, but a screw could protrude, again causing a bang until rectified, but they could go on for a long time until found by a dewirement, or examination. Now trolleyheads - the different systems had their own type of head, resulting in quite a few varieties. With trolley-wheels you still had a bump, besides being noisy, As the wheel went down, the groove became deeper and was apt to touch the fittings more. In hot weather these used to get little 'flats' and each flat caused a bump. In effect the groove of

the wheel became like the new 50 penny piece,only more so.In frosty weather this effect was quicker,and the wheel could cut in two and,if not noticed,the trolley ran on the edge of the fork,and the bang was bigger.With carbons you could get a similar effect,depending on the carbon length.These varied on different systems - as an example Nottingham had carbons about 2" long,,Bonzo Heads 2½" long,B.I. Bradford 4" long and some longer.Now the short carbon did not take long wearing under the wiring ears,compared to the long carbon,so the short carbon on bad wiring gave more bangs.Also the depth of the shoe counted - a new shoe was quieter than an old one. And the life depended on the fitters idea - how long could he run a shoe,or being too lazy to change it.A gauge was provided to judge this,but,unless you had your own,you could never find it,so guess work came into it.Good wiring, such as the 'Ohio Brass Co.' of U.S.A. and a good shoe with no carbonwould give little or no noise.Of course,economics came in,but my idea was the trolleys were the most important part of the bus.So with good trolleys,you had good running and little work.The trolley tension played a part also,and again different systems had different ideas.Bradford run at 26 pounds tension at 21' 6" height,London's trolleys weighed 35 pounds at same height

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On the subject of trolleyheads,those going with us to Cardiff will immediately notice,on seeing a trolleybus,the most unusual head used there.It was invented by the Cardiff engineer,and is far smaller to that usually used - in fact on photographs the head is hardly distinguishable from the trolleyboom.When a preserved trolleybus is operated in Cardiff the Corporation insist that the trolleyhead is removed,and their own style fitted for the duration of the tour.